AFS-600
Regulatory Support Division

DESIGNEE UPDATE

Vol. 13, No. 2 **A quarterly publication designed to serve the Examiner, Designee, and Instructor Community** **APRIL 2001**

IN THIS UPDATE

ANOTHER (GPS) EXPERIENCE

(This article taken from NASA's CALLBACK Newsletter)

The Global Positioning System (GPS) is a worldwide, satellite-based radio navigation system that is based on several components-ground stations that control the system; a "constellation" of 24 or more satellites orbiting 11,000 miles above the surface of the earth; and receivers carried by users.

GPS signals are derived from the atomic frequency standards on board each satellite. When receiving the signals from at least 4 satellites, a ground-based receiver can determine latitude, longitude, altitude, and time-highly accurate information used by both air carrier and general aviation pilots. But GPS use also requires judicious crosschecking with cockpit charts and instruments, as well as knowledge of the technology's limitations. Several Aviation Safety Reporting System (ASRS) reports explain:

I was enroute and intended to utilize the GPS approach. After loading the approach into my IFR-certified GPS unit, I decided to head direct to the XYZ GPS fix. I thought that the XYZ fix was the same as the XYZ airport. Unfortunately, the fix was slightly northwest of the airport. My path took me directly over a Restricted Area. Since I was descending for the GPS approach I possibly broke the 2999-foot MSL ceiling of the Restricted Area.

ASRS frequently hears from pilots who "go direct" with GPS and neglect other flight planning. A quick look at a VFR chart, low altitude IFR chart, or the airport GPS approach plate would have helped this pilot differentiate between the location of the GPS fix and the airport location. The use of flight following, even with no flight plan filed, might also have prevented the airspace violation.

CART BEFORE THE HORSE

The Pilot Examiner Standardization Team has determined that many examiners are conducting the flight segment of the practical test before the Oral segment. In many cases, this is being done routinely, especially with 141 schools. During the Oakland pilot examiner seminar, the team was informed that this question had been addressed at the previous seminar two years ago and it was determined that conducting the Flight prior to the Oral was permissible.

This information was taken back to AFS-630, and the results are as follows. All Practical Test Standards (PTS) will when revised state that the Oral segment of the test MUST be accomplished prior to the Flight segment.

The PTS's do state that the examiner may conduct the test in any sequence that results in a complete and efficient test. That statement may have caused confusion and will be corrected during the next revision. It was never intended to flip flop the Oral and the Flight segments of the test just to accommodate a large graduation class. Some schools have admitted to having part of a class do the Flight segment while the rest of the class took the Oral. Obviously there were not enough aircraft and examiners to get everyone airborne at the same time. OK you say, so what's the big deal?

The big deal is when conducting the flight before the oral, things are out of order and can become awkward. Remember that the PTS requires a preflight briefing, discussions on weather, cross country preparations, etc. The applicant must also explain numerous items during the oral, which could alert the examiner of certain areas of weakness. This would not be possible if you fly first.

Let's say that you fly with the applicant first and later during the oral, you ask a question regarding the position of the controls while taxiing in a crosswind. The applicant has a hard time accurately explaining the answer to your satisfaction. In your mind, you say to yourself, "well he did it right when we flew, so I'll accept his explanation".
At that point the test has been compromised.

Be advised this is national policy and will be reflected in the Practical Test Standards.

COMMERCIAL BALLOON CERTIFICATION

QUESTION: There seems to be some questions and varying interpretations among examiners, inspectors, and authorized instructors regarding aeronautical experience requirements for a commercial Lighter-Than-Air (LTA) -balloon certificate.

61.129(h) states an applicant must have 35 hours of flight time as a pilot which includes at least:

1. 20 hours in balloons;
2. 10 flights in balloons;
3. Two flights in balloons as PIC;
4. 10 hours of flight training that includes at least 10 flights in balloons on the areas of operation listed in 61.127(b)(8)…

The confusion appears to be on item #4. Some are interpreting this to mean that if a maneuver is the same at both private and commercial levels (e.g. Inflation) and signed off at the private level, then it doesn't have to be signed off again at the commercial level. Others say that these 10 flights are training flights on commercial maneuvers and that similar training at the private level doesn't count towards these 10 flights. Exactly what does item #4 require?

ANSWER: Ref. 61.129(h)(4); The final rule correction document was published recently in the Federal Register and 61.129(h)(4) now states:

(h)***
(4) 10 hours of flight training that includes at least 10 training flights with an authorized instructor in balloons on the areas of operation listed in Sec. 61.127(b)(8) of this part, which consists of at least—

(i)***
(A) 2 training flights of 2 hours each with an authorized instructor in a gas balloon on the areas of operation appropriate to a gas balloon within 60 days prior to application for the rating;
(B) 2 flights performing the duties of pilot in command in gas balloon with an authorized instructor on the appropriate areas of operation; and---

(ii)***
(A) 2 training flights of 1 hour each with an authorized instructor in a balloon with an airborne heater on the areas of operation appropriate to a balloon with an airborne heater within 60 days prior to application for the rating;

***
It means "10 hours of flight training that includes at least 10 training flights on the Areas of Operation listed in 61.127(b)(8) of this part-." It doesn't mean they can add their time forwarded from the private pilot certification level. All of it has to be "..on the Areas of Operation listed in 61.127(b)(8) of this part-."

NEW ATP PTS FAA-S-8081-5D

The new Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Airplane hit the street February 1, 2001.

All examiners with ATP/Type Rating examining authority should download a copy from the Internet. The following is a list of some of the changes reflected in the new PTS.

Page i, Table of Contents: added instructions for removal of the "limited to center thrust" limitation.

Page 1, changed web address to afs600.faa.gov.

Page 2, deleted the waiver option for circling approach from the "note" table concerning 121 & 135 operators.

Page 4, changed reference from: AC 61-21 to: FAA-H-8083-3, Airplane Flying Handbook.

Page 5, changed all references from: SID (standard instrument departure) to: DP (departure procedure).

Page 6, added to list of special emphasis items. (LAHSO, Runway Incursions, & CFIT).

Page 10, added instructions for removal of the "limited to center thrust" limitation. Lists specific areas of operation from both the ATP and Commercial PTS's that are required to be demonstrated (and their associated tasks) to remove the center thrust limitation.

Page 11, now states, "Aircraft and Equipment Requirements for the Practical test. GPS Info….. "If the aircraft/flight training device/flight simulator has a GPS **properly** installed, the applicant must demonstrate GPS approach proficiency".

Page 13, "satisfactory performance " criteria, added: 4. Demonstrating sound judgement and crew resource management.

Page 1-2, Area of Operation I, Task B, added element i, Land and Hold Short Operations (LAHSO).

Page 2-9, Area of Operation III, Task E, Name change from : Instrument departure, to: Departure procedures.

Page 2-14, Area of Operation IV, added Task F Recovery from unusual attitudes.

Page 2-15, Area of Operation V, Task A, Name change from: Instrument arrival, to: standard terminal arrival/Flight management system procedures. This article does not address all of the changes.

ALSO SEE CHANGE #1, DATED 02/07/2001

REASON: To correct omissions and errors in the original.

V. AREA of OPERATION: INSTRUMENT PROCEDURES

TASK C: PRECISION INSTRUMENT APPROACHES

TASK E: CIRCLING APPROACH